

SUBSIDY DEBATE CLOSING.

SHIPPING BILL CRITICISED BY WESTERN REPUBLICAN SENATORS.

ALLISON AND SPOONER NOT SATISFIED WITH THE MEASURE AS IT STANDS—MANY AMENDMENTS SUGGESTED.

Washington, March 15.—Differences of opinion on the Shipping bill in the Senate to-day. Mr. Allison, of Iowa, indicated that he was not quite satisfied with the bill as it stands, and gave notice of amendments he proposed to offer, limiting the time of its operation and the amount of money annually to be paid from the Treasury on account of the bill. He was followed by Mr. Spooner, of Wisconsin, who took exception to some of the provisions of the bill. He was not at all certain that it would accomplish the great results its advocates claimed for it, and he urged that before its enactment into law definite information upon that point ought to be furnished to Congress. He did not care to vote for a bill making an appropriation that not only would not accomplish definite results, but which might be simply a large expenditure of money. He gave notice of an amendment he proposed to offer providing that the bill might be amended or repealed by Congress, without, however, impairing any contract made under its provisions. This amendment would be a notice, he said, that the subsidy would not be a safe foundation on which to build largely.

Mr. Teller, of Colorado, made a speech in opposition to the bill, and was followed by Mr. Elkins, of West Virginia, and Mr. Hanna, of Ohio, who both addressed in support of it, although the West Virginia Senator admitted that he would much prefer the adoption of the policy of discriminating duties. The Senate agreed to take up the bill immediately after routine business on Monday and that speeches be limited to fifteen minutes, except that Senator Frye is to have thirty minutes. It was agreed that the Senate should meet at 11 a. m. on Monday. The final vote on the bill and amendments is to be taken on Monday afternoon.

MR. TELLER'S OBJECTIONS.

Mr. Teller maintained that under the law the American flag could be raised over any ship owned in whole or more than half by American citizens, and thus gain whatever benefit that might give. While he always had been in favor of the upbuilding of the merchant marine, he could not believe that the pending bill would accomplish the results hoped for by its advocates. If he believed that such results would be achieved, as Mr. Frye believed, he would support it. To his mind it was entirely preferable to the subsidy measure presented last year. In the event of a European war, he declared, the United States Government would have to do what it now declined to do—allow its citizens to go to Europe to buy ships and place them under the American flag. Such vessels would be excluded from the transatlantic trade, but he would exclude them from the general trade. Americans had shown how to run railroads, and our methods now were an object lesson to Europe. He believed that the end of railroad building to a great extent was at hand in this country, and that surplus money, which heretofore had gone into railroads, would in future go into shipbuilding. If the government would deal fairly with ship owners the United States would have soon the greatest shipbuilding plants in the world. He contended that the government ought to permit its citizens to buy ships where they could buy them cheapest, and then give them American register. The great commerce of the United States then would induce capital to go into shipbuilding. He contended that the government ought to do it at all. He contended that the government ought to do it at all. He contended that the government ought to do it at all.

Mr. Spooner gave notice of an amendment he proposed to offer reserving to Congress the right to amend or repeal the measure, without, however, impairing the contract entered into by the ship owners under its provisions. That will be a notice to all the hands of Congress, and that it is not a foundation upon which to build largely. We ought to do what we can do it at all. For one, I do not feel at all satisfied with the bill. The Senate at 5:10 p. m. went into executive session, and soon afterward adjourned.

Mr. Hanna said that in the last year or two American shipyards had been very busy, but they had been busy in the construction of ships for the United States Navy exclusively. The difference between the cost of ship construction in this country and in Europe was the smallest part of the proposition. The difference in the cost of operation was the feature that at present made an investment in American ships unprofitable. As a matter of fact, Mr. Hanna said, the shipbuilding industry was not in a healthy condition. A few tankships were being built, and a number of cargo ships, but the bulk of the shipbuilding was for the United States Navy. These were the only contracts in sight, or likely to be, for ship construction in American yards, unless inducements were offered to capital to invest in the shipbuilding industry.

Mr. Elkins, a member of the Committee on Commerce, supported the bill. He directed attention to the fact that the United States was now paying \$400,000 a day to foreign shipowners for carrying American commerce. If we had American shipping to carry our imports and exports, \$300,000,000 annually would be saved to the American people. If this money were expended among our own people at least \$200,000,000 a year would be spent in American shipyards, which would extend the influence of our business men and accrue generally to the benefit of American labor. Personally he believed that this policy of levying discriminating duties was the best for the upbuilding of the American merchant marine. That policy would take nothing from the United States Treasury, and yet would give back to this country its former wonderful merchant marine. The treaties which stood in the way of the adoption of this policy in this country have been abrogated, he thought, without difficulty. However, he proposed to support the pending bill because he believed it would rehabilitate the merchant marine.

MR. BACON'S CRITICISMS.

Mr. Bacon gave notice of an amendment which he proposed to offer providing that no contract under the bill shall be binding on the government until it has been submitted to and approved by Congress. In support of the amendment Mr. Bacon urged that the Postmaster General ought not to be made responsible for making such contracts. It was a delegation of authority by Congress which he did not think would be approved by the American people. He urged briefly the general purposes of the bill. Mr. Bacon said that the word "subsidy" had been used for him. If a bill to provide for a country compensation for mail lines between this country

Why Wash Out the Stomach?

MAN-A-CEA, the Manganese Water, from Endicott Spring, W. Va., Simple, Tasteless, Harmless, obviates this unpleasant process, and in the natural way cures WHERE ALL ELSE FAILS Catarrh of the Stomach, Excess of Mucus, Acidity, Gases, Distension, Distress, Nausea, Indigestion, Anemia, etc. Regardless of home or abroad, I WILL AGREE TO PAY YOU, IF IT FAILS TO CURE, ANY AMOUNT YOU WILL AGREE TO PAY ME TO BE CURED. The same to apply to Catarrh of the Intestines, Dysentery, &c.

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BEN. K. CURTIS, Gen. Agt., N. Y.

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Dear Sir: I give you notice of MAN-A-CEA Water. We have used it in our family for catarrh of the stomach, and in one case the patient could not retain or digest food, suffering from nervous, griping, indigestion, etc.

MAN-A-CEA gave immediate relief and shortly effected a complete cure.

It certainly is a wonderful Spring Water, so simple, palatable and efficient. Yours truly,

CYNTHIA WESTOVER ALDEN.

Castle Point, Holbrook, Nov. 13, 1901.

Dear Sir: I have used MAN-A-CEA Water for dyspepsia, and it has given me relief when other remedies seemed to fail. I have also used it as a laxative for children, and find that it is a most excellent remedy for the various disorders that children are subject to. Yours truly,

RICHARD STEVENS.

102 E. 30th Street, New York, Dec. 4, 1900.

Dear Sir: I have used MAN-A-CEA Water in my family and find it an excellent water for impaired digestion, catarrh of the stomach, catarrh of the bowels, etc. Yours truly,

ELIOT T. BARROWS.

St. Denis Hotel, N. Y.

Dear Sir: I have used MAN-A-CEA Water for a long time, and have found it to be a most excellent remedy for the various disorders that children are subject to. Yours truly,

WM. R. COLE.

101 Cooper Street, No. 11 B'way, New York.

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